In the Specification:

Please replace paragraph [0018] with the below.

[0018] In the embodiment of the cargo sensing system 100 of Fig. 2, an ambient light sensor 212 is configured to determine the level of ambient lighting within the cargo space 102. Where ambient lighting is below a threshold value, it may be assumed that people are not present within the cargo ~~space 100~~space 102. Accordingly, a projection pattern traced by a laser (as described below) may be used without alarming personnel. Additionally, where people are not present within the cargo area, it may be assumed that detected objects are cargo. Where ambient lighting is above the threshold value, detection of edges within the cargo space (as described below) may be used in place of the laser projection pattern. A light 214 may be turned on, if needed, to improve marginal ambient lighting.

Please replace paragraph [0029] with the below.

[0029] In some applications, the edge detection module 312 may compare the cargo space image 306 to images within an edge image library or database 314. The edge image database 314 may include a plurality of standard images of empty cargo spaces. Where differences between the cargo space image 306 and images within the image configuration ~~library 312~~library 314 are less than a threshold value, the cargo space 102 may be assumed to be empty; where the differences exceed the threshold, the cargo space 102 may be assumed to contain

cargo. The cargo indicator 316 provides an indication to the user reflecting the presence or absence of cargo.

Please replace paragraph [0032] with the below.

[0032] At block 608, the lines are evaluated for indications of the presence of cargo within the cargo space. A large number of factors indicating cargo presence could be evaluated. For example, the lines could be evaluated for differences between expected and actual distances of their separation; unexpected slope (i.e. angle of orientation) of all or part of one or more lines; unexpected non-uniformity of the brightness of one or more line; or unexpected discontinuities. In an example implementation seen at block 610, distances between the lines of the cargo space image 306 (Fig. 3) taken of the projection pattern are measured. Referring particularly to Fig. 5, it can be seen that the lines labeled ~~403 and 404~~402 and 403 are not separated by a uniform distance. In particular, the difference between distance 502 and distance 510 indicates the presence of cargo 506. Accordingly, in one implementation, the offset or distance between lines within the projection pattern can be measured, and the measurements used to determine if cargo is present.

Please replace paragraph [0034] with the below.

[0034] In a third implementation seen at block 614, lines within the cargo space image 306 (Fig. 3) of the projection pattern are reviewed for breaks in continuity. A break in continuity would result where the line formed by the laser or by the joining of two edges of the cargo area (e.g. floor and wall) is broken into two or more line segments. This can happen when the light from the projection pattern strikes cargo. Thus, where a break in the continuity of a line is located (such as by location of two line segments) the break in continuity is an indication of the presence of cargo. Referring to Fig. 5, it can be seen that line 403B is discontinuous from line 403C. That is, these lines constitute two line segments, which are separated by a ~~distance 403C~~distance 403D. Accordingly, in one implementation, the continuity of a line within the projection pattern can be reviewed, and the discovery of two line segments separated by a break may indicate that cargo is present.